

FXA-2004/2005-B SOFTAIL Installation

2000+ MODELS



NOTE: Prior to installation, determine the installation location for the compressor, controls and valve(s).

1. Disconnect the battery.
2. Support rear of bike and remove current shocks.
3. Install **AIRFX** shock package to the swing arm. The rods should be facing the front, with the open port down. Re-install the stock bushings back into the frame mounts, swing the rod end of the cylinder into position, and install the rod studs through the bushings into the rod ends. Install and secure the jam nuts (provided). Do not use any spacers or washers on the swing arm shock bolts, the shock is designed to float from side to side on the bolts.
4. Move the swing arm through the suspension travel to verify stroke and check for interferences.
5. Once you have verified the travel, **USE RED LOCTITE 262 ON ALL THREADS.**
6. Lower the bike all the way and install the Schrader (tire) valve into shock open port. Raise the bike 1/2 way up and vent the Schrader valve.
7. Mount the compressor such that it does not interfere with any moving suspension or drive train components. On 2013 and earlier bikes a bracket is provided to mount the compact compressor to the frame exhaust mount.
8. Mount the valve and install the wiring harness. Reference plumbing and wiring diagrams.

You are now ready to test your newly installed **AIRFX, Air Suspension System.**

10. Make sure bike goes up and down using the push buttons.
11. Lift the bike through the entire travel of the suspension, while checking for interferences. **THE BIKE SHOULD ROLL FREELY AT BOTH THE HIGHEST AND LOWEST SETTINGS.**
12. Check for proper drive belt tension at mid travel of the suspension. Listen for leaks. The system should trap the air in the shock, it should not drift down.
13. Verify that the kickstand works with the air suspension at its lowest point.



THE STOCK SHOCKS WILL BE REPLACED WITH THE **AIRFX** CYLINDER PACKAGE. THE STOCK BUSHINGS WILL BE RE-USED.

******* WARNING *******

THIS SYSTEM MAY USE THE FULL TRAVEL OF THE SUSPENSION. THE INSTALLER IS RESPONSIBLE FOR THE PROPER INSTALLATION. LOSS OF AIR PRESSURE WILL RESULT IN THE SUSPENSION MOVING TO IT'S LOWEST POSITION. THE INSTALLER IS RESPONSIBLE TO VERIFY THE SAFETY OF THE APPLICATION. IMPROPER INSTALLATION COULD RESULT IN DAMAGE TO THE MOTORCYCLE AND COULD CAUSE SERIOUS INJURY OR DEATH.



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